# STS-117/13A FD 09 Execute Package



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073A	15	Words from Lindsey (pdf)
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082	18	EVA 4 Summary Timeline (pdf)
078		FD08 MMT Summary (pdf - Electronic Only)

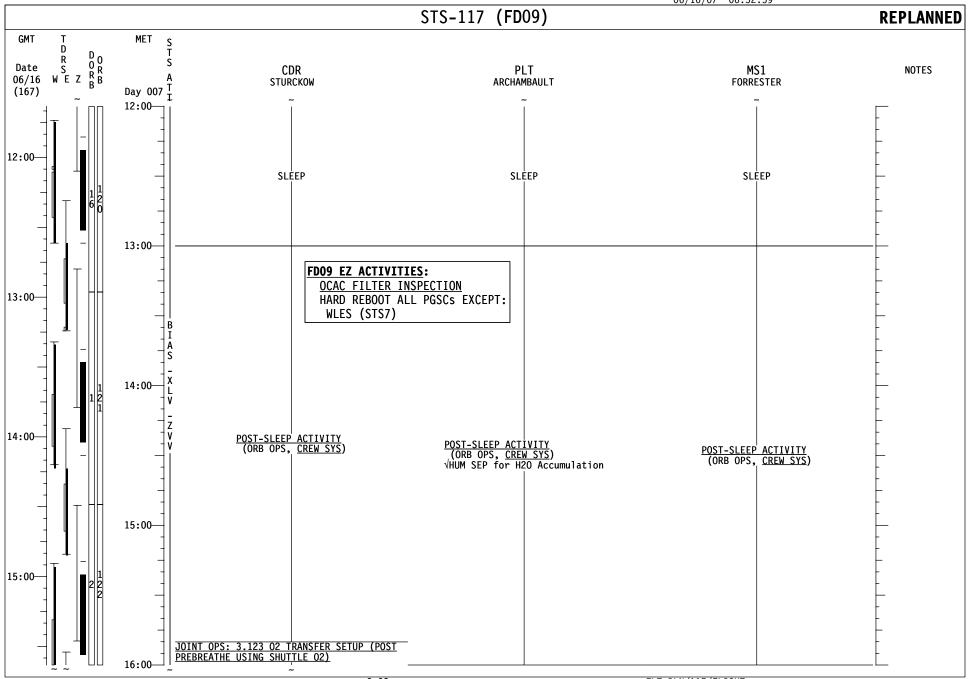
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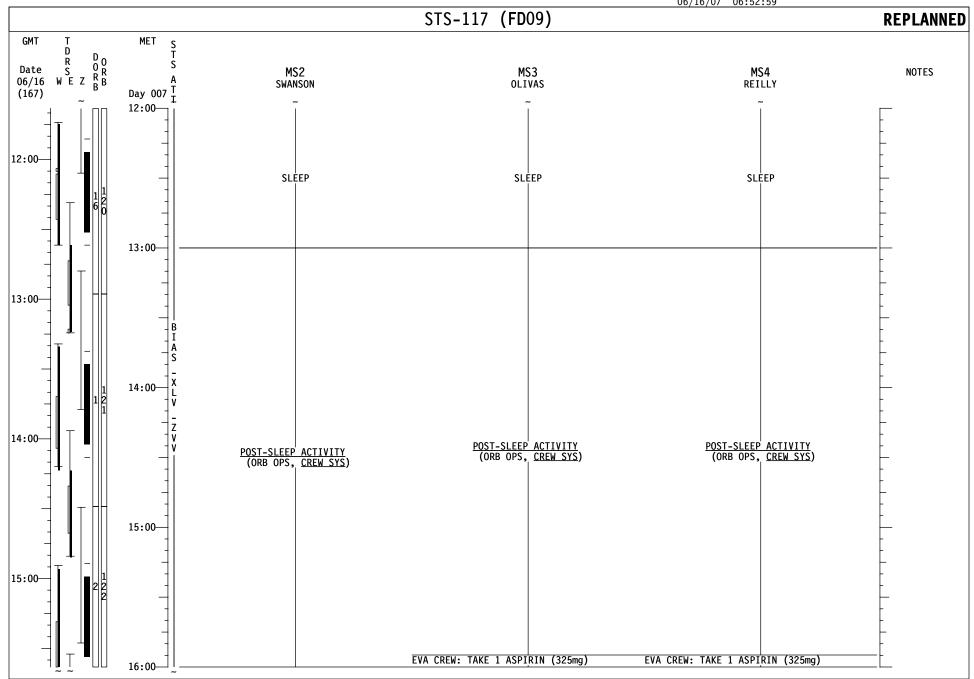
Last Updated: Jun 16 2007 11:45AM GMT JEDI (Joint Execute package Development and Integration), v2.04.0003

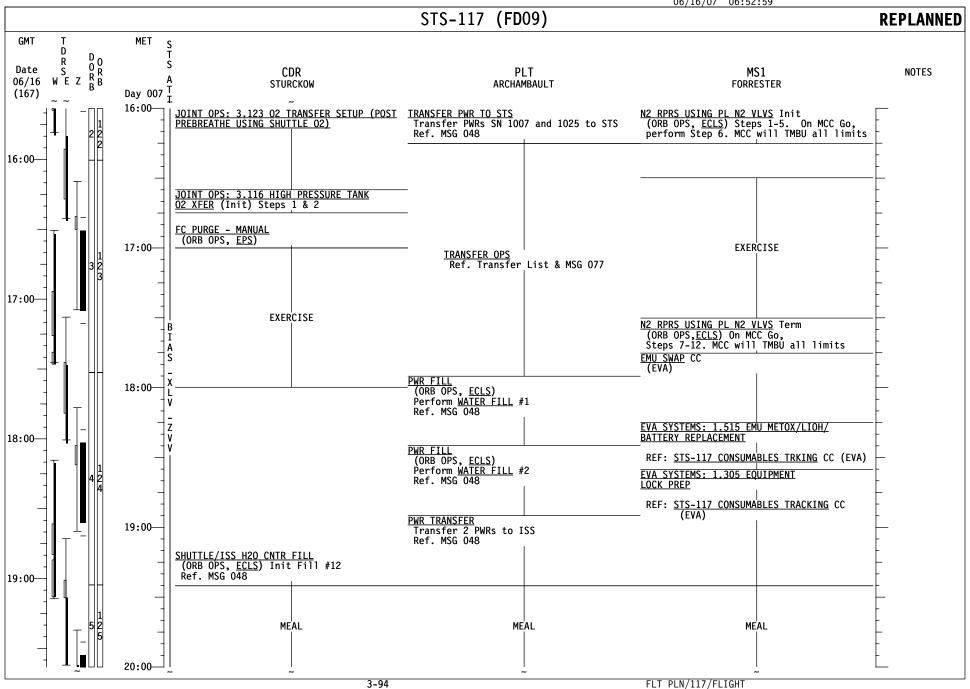
#### **MSG INDEX** MSG NO. TITLE Words from Lindsey FD09 Flight Plan Revision FD09 Mission Summary FD09 Transfer Summary FD08 MMT Summary (Electronic Only) PAO Event Summary Message Joint Crew News Conference (Electronic Only) **EVA Transfer and Reconfig Update EVA 4 Summary Timeline** 1. A total of two shuttle crewmembers can use the shuttle WCS during the EVA with no impact to the waste management plan. 2. Since GPC 2 was Powered OFF (MSG 074A), DPS will call daily during Pre-sleep to have you Power ON GPC 2 for ~ 5 seconds. This will allow for a memory scrub of GPC 2. 3. We have provided you with an EVA 4 summary timeline so you can start thinking about those tasks. We will have an updated Tool Config, Inhibit Pad and Detailed Timeline for you later in the day. And as a reminder, we will take the answers to yesterday's MMOD shield questions whenever you are ready (reference message 79 (15-0458)). 4. There are no exercise constraints for today's activities. 5. If needed, the following are the Ku opportunities for crew choice downlinks at the end of the day: TDRS W: 8/01:25 - 01:49 TDRS E: 8/01:55 - 02:03 TDRS W: 8/02:59 - 03:05 TDRS E: 8/03:39 - 03:46 6. Based on the current mission plans, all of your PFCs are scheduled during your off duty on flight day 11 between MET 9/13:15 and 19:45. 7. REPLACE PAGES 2-30, 2-32, AND 3-92 THROUGH 3-99.

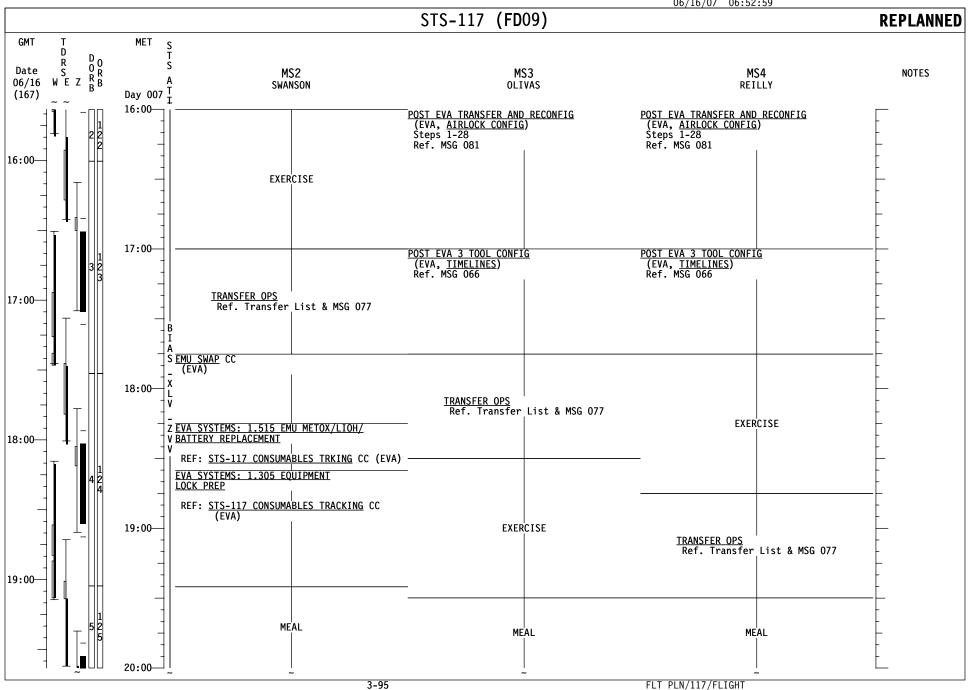
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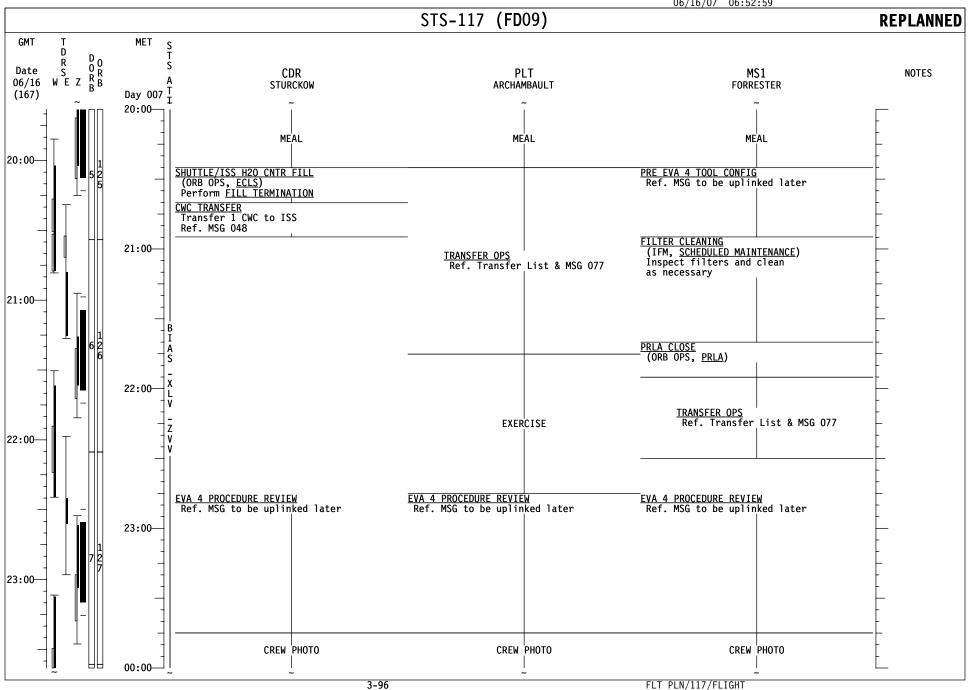
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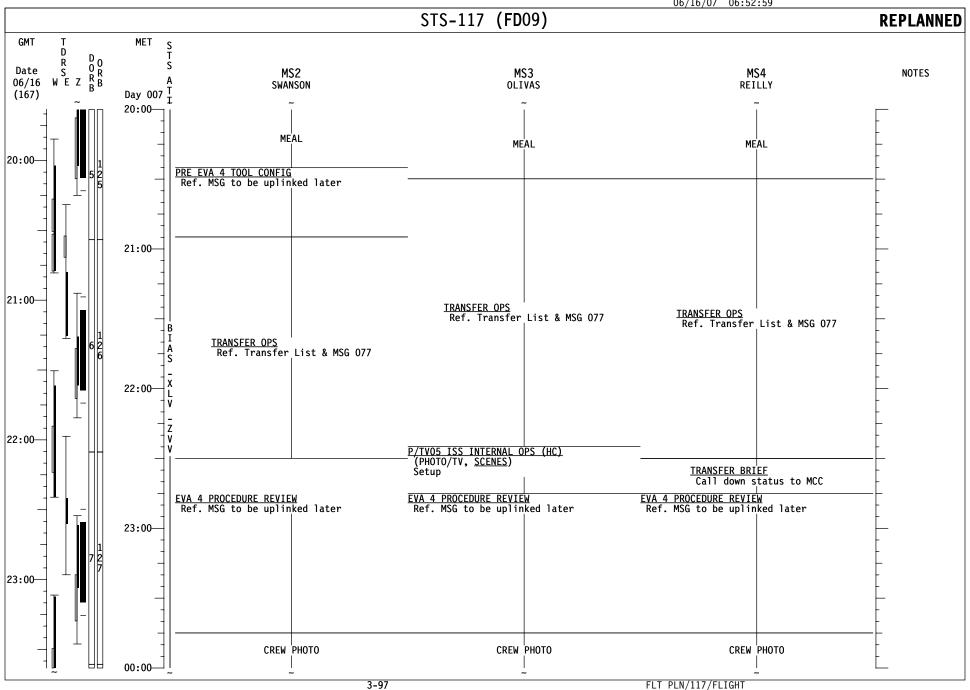


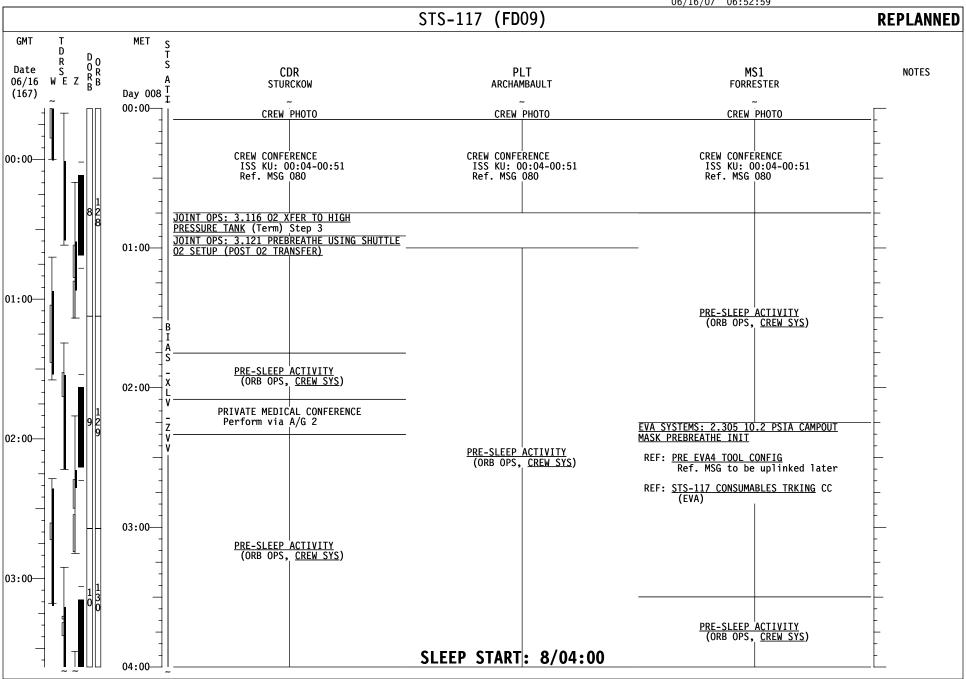


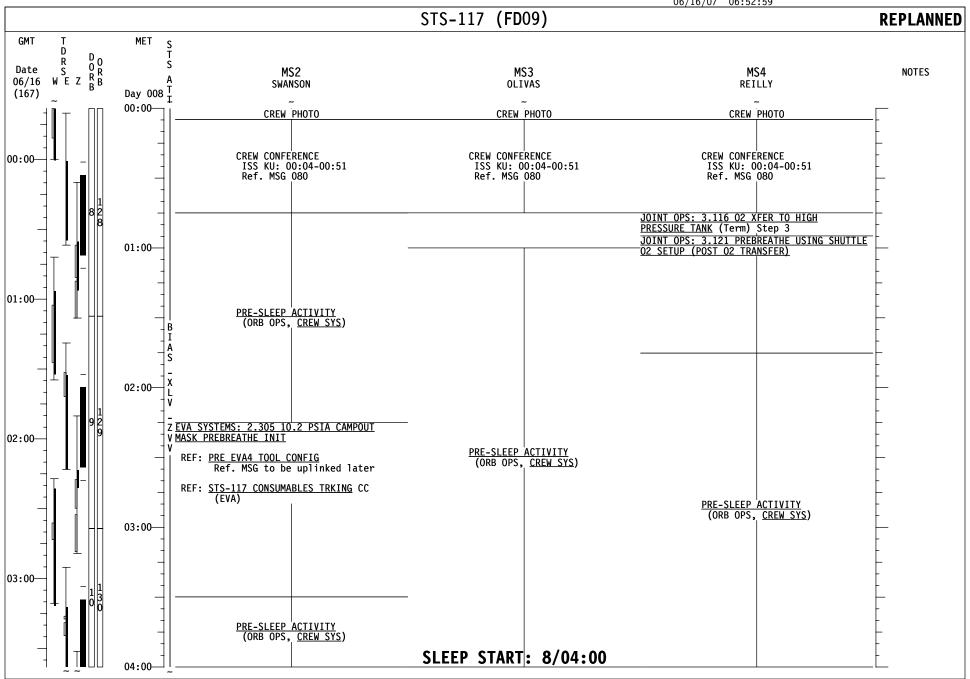












### MSG 076 (15-0455) - FD09 MISSION SUMMARY Page 1 of 1 Good Morning Atlantis! Superb team effort on yesterday's EVA 3. We really appreciate the tremendous work you are doing. Today's activities include preparation for EVA 4. YOUR CURRENT ORBIT IS: 184 X 178 NM NOTAMS: MORON (MRN) - CLOSED WAKE ISLAND (WAK) - CLOSED GOOSE BAY (YYR) - RWY 08/26 CLOSED LAJES (LAJ) - TACAN LAJ CH45 UNUSABLE KEFLAVIK (IKF) - UNUSABLE RIO GALLEGOS (AWG) - UNUSABLE **NEXT 2 PLS OPPORTUNITIES:** NOR17 ORB 126 - 7/21:48 (SCT150 BKN250 160/6P10) EDW22 ORB 142 – 8/22:07 (SKC 250/17P25) OMS TANK FAIL CAPABILITY: R OMS FAIL: NO L OMS FAIL: NO **LEAKING OMS PRPLT BURN:** L OMS LEAK: ALWAYS RETROGRADE R OMS LEAK: ALWAYS RETROGRADE OMS QUANTITIES(%) L OMS OX = 31.0R OMS OX = 33.0FU = 30.8FU = 32.5SUBTRACT I'CNCT COUNTER FOR CURRENT OMS QUANTITIES DELTA V AVAILABLE:

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35 36

40 332 FPS OMS 41 ARCS (TOTAL ABOVE QTY1) 48 FPS TOTAL IN THE AFT 42 380 FPS

43

44 ARCS (TOTAL ABOVE QTY2) 82 FPS 45 FRCS (ABOVE QTY 1) 25 FPS 46

47

AFT QTY 1 79 % 48 41 % AFT QTY 2

49 50

51 THERE ARE NO FAILURE/IMPACT/WORK AROUNDS FOR TODAY.

### **MSG 077 (15-0456) - FD09 TRANSFER MESSAGE**

Page 1 of 2

1 Good morning crew,

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It's the bottom of the 9<sup>th</sup> and the bases are loaded. Today we're looking forward to that last big transfer push to knock these open items out of the park. To that end, we've sat down with pencils sharpened and added 10 ½ hours of transfer time to FD09.

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The Transfer List Excel file, FD09 TransferList STS117.xls, is located on the KFX machine in C:\OCA-up\transfer.

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For ISS, the Transfer List Excel file, FD09\_TransferList\_STS117.xls, is located in K:\OCAup\transfer.

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### **Transfer Notes**

- As promised, here are the changes to Return bag 402. This bag contains a prepacked CSA-CP Resupply Kit that needs to remain on ISS. We added this to your Transfer List along with instructions to remove it from the return bag and restow it back on ISS (Ref item 402.1).
  - Returning in place of the CSA-CP Resupply Kit is payload hardware (Ref items 402.14 and 402.15).
  - Suni is still "go" to pack extra foam or clothing in this bag. Please ensure the water samples are protected from puncture or heavy loads upon landing.
- Today's Choreography contains almost all remaining transfer items as this is your last big day of transfer.
- Please swap out all pages of the Return tab with pages in this message. This is because updates to Return page 1 caused items to shift on all other pages.

26 27

### **Questions/Answers for the crew**

- 1. We're evaluating the potential return of two Russian Computers in a 5 MLE bag. To accommodate this, and minimize impact to return config, we have the following questions.
  - o Will the 6 food kits (Transfer items 610 through 615) in 5 MLE Bag D be empty by undock?
  - You previously reported the hygiene bags in 5 MLE Bag C are 1/2 to 3/4 full and emptying rapidly. Do you believe these two 0.5 CTBs will be emptied by undock?

2. We may need to return additional hardware in 5 MLE Bag F. In order to plan for this, please report the fullness of the Hygiene ziplocks in Bag F (ie; empty, ½ full, ¾ full, etc.).

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### Choreography (items for transfer today)

TO ISS:

Item 2: DCS Camera Battery

**Item 3:** Multimeter

Item 9: DCS Camera Batteries

Item 27.1: DCS 760 Camera Battery Swap

Item 27.2: Clean Room Gloves Item 803: EVA Camera Blanket

## MSG 077 (15-0456) - FD09 TRANSFER MESSAGE Page 2 of 2

1	FROM ISS:
2	Item 402: 1.0 CTB [CHeCS Kits, IV Pump Batteries, CSA-CPs]
3	Item 402.1: CSA-CP Resupply Kit removal
4	Item 402.14, 402.15: G-Limit Hardware stowage
5	Item 402.16: (10-50 in-lbs) Torque Wrench, 1/4" Drive
6	Item 403: 3.0 CTB [TPS Hardware]
7	Item 404, 404.2, 404.3, 404.16: P/TV Equipment
8	Item 408: 0.5 CTB [EVA Tethers/Micron Filters]
9	Item 411, 411.2: QDMA and 2B Leader Panel
10	Items 602, 616: NiRA
11	Item 603: A31p Laptop
12	Item 606: 12A.1 CD Transfer Case
13	Item 700: Multimeter
14	Items 703 and subs: 1.0 CTB [CHeCS Return Bag]
15	Item 704: DCS Camera Battery
16	Item 705: DCS Camera Batteries
17	Item 801: EVA Transfer Bag
18	Item 802: 12A.1 Warning Book
19	Places incorporate unlink nages as follows:
20 21	Please incorporate uplink pages as follows:
22	In RESUPPLY tab
23	Replace Page(s): 1 and 5
24	Tropiaso i agotoj. i ana s
25	In <b>RETURN</b> tab
26	Replace Page(s): All pages (additions on page 1 shifted items to other pages)
27	
28	Changes to the Transfer List are detailed below.
29	RESUPPLY
30	Item 3: Updated note
31	Item 4: Updated Constraint
32	Item 13: Updated Constraint
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34	<u>RETURN</u>
35	Item 402: New note
36	Item 402.1: New line to remove a return item
37	Item 402.14: New Return Item
38	Item 402.15: New Return Item
39	Item 407: New Note
40	Item 700: New note and Location
41	Item 708.4: New Return Items (Qty 2)
42 43	Call us with any questions and have a great day!
43 44	Call us with any questions and have a great day!
44 45	- The Transfer Team
46	- THE TRAINSIER TEARIN
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### MSG 073A (15-0459A) - WORDS FROM LINDSEY

Page 1 of 1

CJ, Fyoder, and both crews:

We wanted to give you a big picture update on what's currently happening here at JSC. We are looking at every possible option/impact resulting from the computer problems in the Russian segment. We are fully engaged with our Russian counterparts on this situation. We have formed 5 teams here in Houston to address the issues/impacts:

- Root Cause/Systems Recovery team - working with our Russian counterparts to try and determine/solve the problem that's affecting the computers.

- Alternate Attitude Control team -- looking at options to control ISS attitude after the Shuttle undocks with the RS computers down (CMGs, Soyuz, Progress, etc.). This team is also looking at Shuttle undock in various attitudes to minimize rates/CMG saturation at undock.

- Crewed Operations team -- looking at how to keep ISS running (consumables, O2 generation, CO2 scrubbing, etc.) without the RS computers. Options may include additional transfers of supplies from Shuttle to ISS.

- ISS Decrew team -- looking at minimum criteria to keep crew onboard, and what would trigger a de-crew of ISS from a consumables standpoint. Also looking at Soyuz undock capability (with ISS attitude rates) and what a de-crewed ISS systems configuration would look like.

- The "How Long can the Shuttle Stay Docked" team -- looking at all options to keep Atlantis docked as long as possible, as needed.

Our objective in all of this is to have the ISS in the best configuration possible at undock. Thus you may be getting some strange requests or asked to do some unexpected transfers/additional powerdowns -- we wanted to make sure you know where and why these requests/changes are happening.

Please let us know any questions and ideas you have, at all times. We will solve this!

Steve

### MSG 081 (15-0462) - EVA TRANSFER AND RECONFIG UPDATE Page 1 of 2

Due to the additional days that have been added to the mission, the EVA reconfiguration and transfer procedure will now be executed over two days, FD9 and FD11. There are a few deltas to transfer procedures. In POST EVA RECONFIGURATION AND TRANSFER (EVA, AIRLOCK CONFIG) pg FS 2-13, the following pen and ink changes are required: CHANGE: Step 18, FROM: Step 18: Remove helmet, disconnect CCA from electrical harness, connect helmet to HUT. lock, install helmet cover TO: Step 18: Remove helmet, disconnect CCA from electrical harness Step 18a: Remove DIDB restraint bag (-02) from EMU 3010 and stow in EMU Temp Stow Bag Step 18b: Install launched DIDB restraint bag (-01) in EMU 3010 Step 18c: Connect helmet to HUT, lock, install helmet cover. DELETE: Steps 34 & 35 CHANGE: Step 36, FROM: Retrieve 0.5-in leg ring protective pouch from EMU Temp Stow Bag; stow rings inside, close pouch. Stow in Shuttle External Airlock Floor Bag. TO: Retrieve 0.5-in leg rings wrapped in towel and grey tape from EMU Temp Stow Bag: Stow in Shuttle Airlock Floor Bag. CHANGE: Step 38. Contents of External Airlock Floor Bag FROM: EMU 0.5" leg sizing rings (sn118/119) in protective pouch, returning from ISS TO: EMU 0.5" leg sizing rings (sn122/123) in towel w/grey tape, returning from ISS The EVA CHECKLIST TRANSFER ITEMS procedure (EVA, TOOLS AND STOWAGE) has also been updated with a change to the EMU 0.5" leg sizing ring serial numbers that are to be returned and the deletion of the sizing ring pouch. These changes are already reflected in the transfer list, but an updated pg FS 8-12 has been provided for JR's reference. 

### MSG 081 (15-0462) - EVA TRANSFER AND RECONFIG UPDATE

Page 2 of 2

### **EVA CHECKLIST TRANSFER ITEMS (Cont)**

### **ISS TO SHUTTLE**

# NOTE All Items below transfer to Shuttle on FD9-11 in the POST EVA RECONFIGURATION AND TRANSFER procedure

$\checkmark$	ITEM	LANDING LOCATION	QTY	S/N	NOTES
	EVA System Transfer Bag				
	EMU Servicing Kit	Volume H, INBD	1	5002	Used during all 117/13A EVAs
	<ul> <li>Signal Conditioner (Tyr prime)</li> </ul>			116	
	External A/L Floor Bag				
	EMU ICB Battery	External A/L Floor Bag	2	2059, 2060	Prepack staging area, move to Ext A/L Bag on FD4 in SW/FR EMU Reconfig
	Leg Sizing Rings, 0.5" pr - in pouch wrapped in towel and grey tape	External A/L Floor Bag	1	<del>118, 119</del> 122,123	Retrieve <del>pouch</del> from EMU Temp Stow Bag.  Rings come from FR EMU post EVA
	Velcro Tape Caddy	External A/L Floor Bag	1	1019	Swap on FD <del>9</del> 11
	EMU [S/N 3010]				
	Comm Cap Assy (CCA - LA prime)	EMU 3010 (RY) Restraint Bag kangaroo pouch	1	1172	Retrieve from EMU Temp Stow Bag
	EMU ICB Battery	EMU 3010	1	2039	Retrieve from EMU Temp Stow Bag
	EMU [S/N 3004]				
	,	EMU 3004 (OL) Restraint Bag kangaroo pouch	1	1177	Retrieve from EMU Temp Stow Bag
	EMU ICB Battery	EMU 3004	1	2040	Retrieve from EMU Temp Stow Bag

## 15-0463 (MSG 082) – EVA 4 SUMMARY TIMELINE PAGE 1 OF 1

TIME	IV	EV3	EV4	
HR : MIN 00:00		(FR) POST DEPRESS (00:05)	(SW) POST DEPRESS (00:05)	00:00
00.00		EGRESS/SETUP (00:40)	<u>EGRESS/SETUP</u> (00:40)	
-		ETVCG INSTALL IN CP1	ETVCG INSTALL IN CP1	-
		DI A O VEDICICATION (00:45)	CARLLAUNCH RECTRAINTO (04:45)	
		DLA 2 VERIFICATION (00:45)	SARJ LAUNCH RESTRAINTS (01:15)	_
01:00				01:00
		SARJ LAUNCH RESTRAINTS (00:30)		
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02:00		DRAG LINK/KEEL PIN (01:00)	DRAG LINK/KEEL PIN (01:00)	02:00
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-				-
				<b></b>
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		APER RELIGIATE (AMARI RIVER RI	APER RELIGIATE (AMARI SUUE) PROLTO (SO SO)	
03:00		APFR RELOCATE / MMOD SHIELD BOLTS (00:30)	APFR RELOCATE / MMOD SHIELD BOLTS (00:30)	03:00
-				-
		ETRS / TETHER SHUTTLE STOP / MT STOPS (00:30)	S3 CLEANUP (00:30)	
			Crewlock Bag, Lg Trash Bag Retrieval	-
04:00		NODE LAN CABLE (01:00)	NODE LAN CABLE (01:00)	04:00
]				
1				-
05:00		<u>GPS 4 REMOVAL</u> (00:30)	SASA GIMBAL LOCKS (00:30)	05:00
				-
		VENT VALVE OPEN / MMOD SHIELD	MMOD SHIELD	
-		OLEVINO DE CONTRA CONTR	OLE WILD (NO DE CO. 100 - 1)	-
06:00		CLEANUP/INGRESS (00:35)	CLEANUP/INGRESS (00:35)	06:00
00.00				00.00
-				
		DDEDEDDESS (00.05)	DDEDEDDESS (00:05)	
		PREREPRESS (00:05)	PREREPRESS (00:05)	

### MSG 078 (15-0457) - FD08 MMT SUMMARY Page 1 of 2

### **FD8 MMT Crew Summary**

The MMT met today and discussed mission progress, the Port OMS blanket repair testing results, ISS attitude control anomalies, the OA2 MDM anomaly, and the post launch pad A walkdown debris results. The MMT greatly appreciates the crew's efforts to conserve power and the need for docked waste dumps in event that the docked mission needs to be extended to assist with ISS computer troubleshooting.

Port OMS Blanket Repair Testing: The EVA repair was ongoing during the MMT and everyone was very pleased by Danny's great work on the blanket. The MMT reviewed the ascent heating analysis, Arc Jet testing, material degradation analysis, and wind tunnel testing. The ascent heating analysis showed that temperatures were below that which would cause any concern for damage to the honeycomb composite structure. The JSC Arc Jet testing, which used a slightly higher heating profile than a nominal entry, showed that the pins and staples used for the repair would survive entry heating. Materials analysis also confirmed that the pins and staples would retain the necessary load capability for the entire entry. Finally, wind tunnel testing at Texas A&M University showed that a blanket with minimal securing (less than the actual repair) and a 0.25 inch step would survive the entry aerodynamic profile. Based on this testing and the great repair work performed today, the Damage Assessment Team and the MMT are confident that the port OMS pod is good for entry.

**ISS Status:** The US and Russian teams are working around the clock on various options to extend the docked duration, improve attitude control under shuttle control (VRCS or ALT), and to recover the Russian computers. Just after the MMT concluded, the Russians were able to activate 2 lanes on the SMCC and SMTC computers by having the crew bypass the switch that powers the secondary power unit and sending a direct command to power on the lanes. The lanes are in "test" mode and will remain in that configuration until tomorrow morning Moscow time. These results appear to be consistent with the theory that the problem was due to an issue with the secondary power supply. There is a possibility that the Russians may ask to return some of this hardware on this mission, so standby for more details.

**Consumables:** The current cryo margins with the existing powerdowns, no O2 transfer, and the use of Russian O2, supports a 14+2 mission duration if required. The MMT decided not to extend the mission by one more day at this time and may not make that decision until FD 10. The teams are investigating more severe powerdowns including the SM GPC, remaining PGSCs, and S-band power amps and the KU system when not in use to attempt to gain a 15th day. These additional powerdowns would have to be initiated starting on the morning of FD 9 in order to achieve the extra docked day. Obviously, the use of these powerdowns or other significant timeline modifications would only occur if the problems with the Russian computer cannot be resolved.

### MSG 078 (15-0457) - FD08 MMT SUMMARY Page 2 of 2

**MDM OA2 Impacts:** As you know the OA 2 Card 5 failure impacts more than just the card 5 data, but also some of the crew SM displays. The MMT reviewed the PASS and BFS impacts to this failure. While some onboard calculations and other SM functions have been lost the team continues to believe there is adequate redundancy in both the PASS and BFS such that no further troubleshooting is required. The Entry team is identifying deltas to the EPCL and the AESP procedures to take into account any of these missing parameters. A summary of these impacts will be uplinked later in the mission.

**Pad A Post Launch Walkdown:** All post launch Pad A safing and walkdowns have been completed nominally. The only debris highlight from the walkdown was the fiberglass deck panels at the 295 foot level that separated due to SRB plume overpressure. The Team is removing the plates and evaluating repair options for the decking to support STS-118. There was also a missing top handrail on MLP side 3 that is under evaluation.